



## SPECIAL RULES

### P. & L. E. R. R.

Instructions issued by proper officers of the Erie Railroad in relation to movement of P. & L. E. R. R. trains or engines between East Youngstown and Brier Hill, Youngstown, or in Youngstown yard, will be obeyed.

Freight Trains Westward and Eastward, will run with great caution in Youngstown Yard expecting to find yard engines on main track.

The term "Holidays" as used in this Time Table applies only to Nov. 23rd, Dec. 25th, and Jan. 1st.

Nos. 16, 23, 24, 25, 26, 30, 43, 46, 47, 79, 81, 85, 86, 87 and 88 will use Erie Tracks between Dry Run and Erie Depot, Youngstown.

### ERIE RAILROAD

The term "HOLIDAY" as used in this time table applies to following days only: Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day, New Year's Day.

#### RULE 93A.

Movements against current of traffic may be made by train order and further protection under rule 93 A need not be afforded in Youngstown Yard east of Valley Street Crossover.

#### CROSSOVER MOVEMENTS

When necessary to enter upon main tracks or cross over from one main track to another, permission will first be obtained except at points between Westlakes Crossing and Dry Run. This does not relieve enginemen and trainmen from protecting the movement as per Rule 99. Permission to use main tracks or crossover operated by interlocking plants will be given by signal indication.

Immediately after arrival of train No. 5 at Youngstown Depot on westward main track, this train will occupy and use eastward main track Youngstown Depot to crossover just east of Holmes St. bridge.

No. 606 will use the westward track between the crossover just west of Hazel Street and the crossover just east of Wick Ave., Youngstown. Switches will be handled and move protected by yard crew. Train will come to a full stop before proceeding through crossover west of Hazel Street and then proceed only after receiving a hand signal from man on ground.

#### GRADE CROSSINGS

All trains and engines will come to a full stop before crossing another Railroad at Grade, except where Inter-locking Signals are in operation. Passenger Trains will not exceed 20 and Freight Trains 10 Miles per hour over any railroad crossing—See Special Rules governing Interlocking Signals.

When proper signals are displayed at "NK", passenger trains on Erie R. R., Haselton Branch may, without stopping, proceed not to exceed 35 miles per hour and freight trains 25 miles per hour.

At Himrod, trains will be governed by Interlocking Signals.

#### CANAL BRANCH

The B. & O. westward main track will be used as joint westward main track, and the Canal Branch main track as joint eastward main track between Morris Run and Crab Creek. Permission will be obtained from train dispatcher before movements are made on Canal Branch, Ohio Works Branch, and Austintown Branch.

#### GIRARD

CANAL BRANCH over B. & O. Railroad, target diagonal, proceed on Canal Branch. Target horizontal, proceed on B. & O. Railroad tracks and on Erie Girard Siding between VO Crossover and Liberty Street.

#### OHIO STEEL JUNCTION

CANAL BRANCH. Horizontal position of target will govern movements to or from Ohio Works. Diagonal position will govern movements east or west on Canal Branch tracks, and vertical position will govern movements east and west on B. & O. main tracks. B. & O. or Erie trains or engines moving east or west on Canal Branch will come to a full stop and line up target and switches for their movement, and after completing move, through crossover, will line up switches and target for movement to and from Ohio Works. After target is returned to a horizontal position it should be locked. Switches and crossovers will be lined at all times for movement to and from Ohio Works. Erie switch leading from Canal Branch to crossover will be lined for Ohio Works. Penna. R. R. switch leading from Hill track will be kept closed when not in use.

#### YOUNGSTOWN

CANAL BRANCH over Austintown Branch at Leadville Junction, target vertical, proceed on Canal Branch.

CANAL BRANCH over Penna. R. R. near Penna. R. R. Freight House, target horizontal, proceed on Canal Branch.

CANAL BRANCH over B. & O. R. R., Penna. R. R. (Crab Creek Branch) and Haselton Branch, target at B. & O. crossing diagonal, and target at Haselton Branch crossing diagonal, proceed on Canal Branch. Both targets required before starting to cross.

OHIO WORKS BRANCH over Y. & N. R. R. at Ohio Works, target diagonal, proceed on Ohio Works Branch.

AUSTINTOWN BRANCH over L. E. & E. R. R. near Manning Ave. target horizontal, proceed to Austintown Branch.

W. T. ELMES, Supt. P. & L. E. R. R.

AUSTINTOWN BRANCH over B. & O. R. R. near Ohio Works. Interlocked and operated manually by train crews. To cross over the B. & O. R. R. in either direction requires the following operation:

Call operator at Ohio Junction by one long ring on telephone and he will unlock the electric lock. Position of this lock is shown by track indicator. Clear position being shown when released and available for Erie movement. After indicator has shown the electric lock to be released, reverse the lever controlling the bolt locks on main track switches. Hand thrown switches with pipe connected derails can then be operated and track lined up for Erie movement. Hand signals to proceed to be given after line up is made. After movement has been completed, the switches and bolt lock lever will be restored to normal position and the operator at Ohio Junction notified. The B. & O. main tracks at this point are protected by Pipe connected derails in both directions.

AUSTINTOWN BRANCH over Penna. R. R., B. & O. R. R. and Canal Branch at Leadville Junction, target vertical, proceed east and west on Canal Branch, B. & O. R. R., Penna. R. R. Target diagonal, proceed on Austintown Branch over Penna. R. R., B. & O. R. R., and Canal Branch. Target horizontal, all trains will come to a stop. Engines or trains using Austintown Branch will place target in diagonal position and wait two minutes after target has been placed in diagonal position before proceeding. Normal position of target vertical. The target will be restored to vertical position after movements on Austintown Branch have been completed.

HASELTON BRANCH over Penna. R. R. (Crab Creek Branch) and Brown-Bonnell Lead. Target horizontal, proceed on Haselton Branch.

BROWN-BONNELL LEAD over B. & O. R. R., Penna. R. R. (Crab Creek Branch) and Haselton Branch, target at B. & O. R. R. crossing vertical, and target at Haselton Branch crossing diagonal, proceed on Brown-Bonnell Lead. Both targets required before starting to cross.

NK TARGET, when Red Ball by day and Red Light by night is displayed on Targetman's House all trains on all roads will come to a stop.

B. & O. R. R. INTERCHANGE CONNECTION over Penna. R. R., target horizontal, proceed on B. & O. R. R. Interchange connection. Normal position of target is vertical and it must be left in this position when not in use.

HASELTON FURNACE CONNECTION over Penna. R. R. target horizontal, proceed on Haselton Furnace connection. Normal position of target is vertical and must be left in that position when not in actual use.

#### OVER B. & O. R. R. EASTWARD MOVEMENT

FIRST—Member of crew will go to the center of the B. & O. R. R. main tracks and look carefully in each direction to determine whether or not a B. & O. R. R. train is approaching the crossing.

SECOND—If there are no trains approaching then the switch in the westward B. & O. R. R. main track at the westwardly end of the crossover between the eastward and westward main tracks will be lined up for the crossover movement. This will cause the eastward and westward stop signals on the B. & O. R. R. to display the STOP indication and the dwarf signal on the crossover will also display the STOP indication.

THIRD—Then the switch in the Penna. R. R. eastward main track at the westwardly end of the crossover between the Penna. R. R. eastward main track and the B. & O. R. R. westward main track will be thrown. This will cause the dwarf signals to display a yellow indication.

FOURTH—After the yellow indication has been displayed by the dwarf signals, the balance of the switches may be thrown and the train may proceed through the crossovers.

#### OVER B. & O. R. R., WESTWARD MOVEMENT

For westward movement through the crossovers the operations will be the same except that the switch in the B. & O. R. R. eastward main track at the easterly end of the crossover between the B. & O. R. R. eastward and westward main tracks will be lined up for the crossover movement first. This will be followed by lining up the switch at the easterly end of the crossover between the B. & O. R. R. eastward main track and the track known as the Wabash track. After these two switches have been lined in the manner described, the dwarf signals will display the yellow indication and the train may then proceed through the crossovers.

### General Instructions Governing the Use of Interlocking Plants

All signals are placed on the right hand side of the tracks they govern, when approaching the plant, or on bracket posts, in which case the right hand signal on each bracket post will govern the first main track from the post, and the left signal the other main track.

All trains passing over the plant for switching purposes or to return by a different route, will proceed far enough to bring all wheels past, or farther away from the plant than the signal which controls the return route, and be controlled by that signal when returning.

### Grade Crossing N Tower

Eastward trains will come to a full stop at stop boards at Dry Run, and westward trains will come to a full stop at stop boards just east of the crossing and will not proceed over the crossing without clearly understood hand signals from the switch tenders at Dry Run for eastward trains, and east of the crossing for westward trains, with yellow flag by day and yellow light by night, and then only as the way is seen or known to be clear.

V. J. McMULLEN, Supt. Erie R. R.